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MONTHLY SUPPLEMENT No. 1—FEBRUARY, 1936

TO THE

MARINE OBSERVER—VOL. XIII, No. 121.

METEOROLOGICAL OFFICE * LIBRARY * 31 JAN 1936 C

MARINE METEOROLOGY.

Co-operation of Shipowners, Masters and Mates.

Captains and Officers of ships registered in Great Britain and Northern Ireland, who wish to co-operate regularly with the Meteorological Office should apply to the appropriate Port Meteorological Officer or Agent, a list of whom, with addresses, is given below.

In accordance with the International Convention for Safety of Life at Sea, the Meteorological Office arranges for certain "Selected Ships" to take meteorological observations at specified hours, and to transmit such observations by wireless telegraphy, for the benefit of other ships and the various meteorological services.

Arrangements are also made for a limited number of ships to keep meteorological logs in certain trades for the purpose of completing the meteorological survey of the oceans.

Ships regularly performing these voluntary duties are known as Observing Ships; the whole as the Voluntary Observing Fleet; and the commanders and officers of these ships as the Corps of Voluntary Marine Observers.

At present the observing fleet is limited to a number not exceeding 360 observing ships. The number of British "Selected Ships" is determined upon the British proportion of world tonnage, on the assumption that there should be a total of 1,000 "Selected Ships" of all nations.

The observing fleet list indicating which are "Selected Ships," with the names of commanders, officers, and other particulars, is published in THE MARINE OBSERVER and kept up to date monthly.

A general description of marine meteorological work, including the particulars desired from intending marine observers, is given in Chapter I of THE MARINE OBSERVER'S HANDBOOK, 5th Edition, which is supplied to all observing ships, and may also be obtained from H.M. Stationery Office, direct, or through any bookseller, price 2s. 6d.

THE QUARTERLY MARINE OBSERVER or MONTHLY SUPPLEMENT is sent regularly to the captain of every observing ship, for the information and guidance of his observing officers, and in the case of "Selected Ships," the wireless operators also. The Captains of observing ships are also supplied on request with charts, and atlases, according to trade, if available, as meteorological equipment.

Ships keeping the Meteorological Log, Form 915, are lent a complete set of official tested instruments.

"Selected Ships," other than meteorological log keeping ships, keep the Ships' Meteorological Record, Form 911. All "Selected Ships" also keep the Ships' Wireless Weather Register, Form 138.

No observing ship is detailed as a "Selected Ship" unless she has on board a reliable mercurial barometer.

Official tested instruments are lent to "Selected Ships" when necessary.

The commanders of observing ships keeping the meteorological log are requested to return it (accompanied by Form 138 in the case of "Selected Ships") through the appropriate Port Meteorological Officer or Agent at intervals of not more than five months.

Commanders of observing ships keeping Forms 911 are requested to return them (accompanied by Form 138 in the case of "Selected Ships") by post direct to the Meteorological Office, London, at the end of each voyage, or at intervals of not more than two months.

These forms have the address and "On His Majesty's Service" printed upon them, and should be folded for posting accordingly.

The Port Meteorological Officers and Merchant Navy Agents inspect official instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace defective gear. These officers will also check the accuracy of barometers in observing ships, but marine observers should themselves frequently check by comparison.

The work of the British observing fleet, that of the observing fleets of other nations party to the Convention for Safety of Life at Sea, together with Weather Shipping Bulletins and Gale and Hurricane Warnings conforming to the International Convention for Safety of Life at Sea, provide the necessary information for shipping. Thus a world wide service for all shipping, at the minimum cost to national funds, is provided. Shipowners are asked to facilitate this voluntary work which is done by the commanders and officers of their ships.

Shipowners will greatly assist by facilitating the forwarding of postal matter from the Air Ministry addressed to the Captains of ships.

The masters of all British ships fitted with wireless telegraphy are asked to assist in this service in aid of navigation by making routine wireless weather reports in accordance with the Selected Ship scheme where and when there are not Selected Ships carrying out the service.

This supplementary service to that of Selected Ships is particularly desirable in the regions and seasons of tropical revolving storms.

A pamphlet entitled "Decode for use with the International Code for Wireless Weather Messages from Ships", M.O. 329, Third Edition, price 6d. can be obtained from H.M. Stationery Office. This gives a description of the world wide system of voluntary Selected Ships routine wireless weather telegraphy, the Tables for decoding reports received from Selected Ships, and notes for the guidance of the masters of British ships.

"A Handbook of Weather, Currents and Ice for Seamen" has recently been published by H.M. Stationery Office, and may be obtained from the Stationery Office or through any bookseller, price 4s. This provides information of the elements named, the Laws of Storms, and gives guidance for weather forecasting at sea. It also gives some information of Ocean Pilotage and is intended as a guide for making use of the services specified in Article 35 of the Convention for Safety of Life at Sea.

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE, AIR MINISTRY.

LONDON ... ... Captain L. A. BROOKE SMITH, R.D., R.N.R., Marine Superintendent.
Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
Room 324, Adastral House, Kingsway, W.C.2.
(*Telephone No.: Holborn 3434 Extension 421*).
Nearest station Temple, District Railway.

THAMES ... ... Commander C. H. WILLIAMS, R.N.R., Port Meteorological Officer, P.L.A. Building, King George V Dock (south side), London, E.16. (*Telephone No.: Albert Dock 2659. Telegraphic Address: Barometric Aldock, London*).

MERSEY ... ... Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool. (*Telephone No.: Bank 8959. Telegraphic Address: Meteorite, Liverpool*).

Agents.

BRISTOL CHANNEL — Captain T. JOHNSTON, Technical College, Cathays Park, Cardiff. (*Telephone No.: Cardiff 6813*).

Agents (*contd.*).

CLYDE ... ... Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.1. (*Telephone No. Central 3775*).

FORTH ... ... Captain C. G. BONNER, V.C., D.S.C., Leith Salvage and Towage Co., Ltd., 2, Commercial Street, Leith.

HONG KONG, China. — Lieut. Commander M. V. KEOGH, R.N., Chart Depot, H.M. Dockyard. (*Telephone No.: 108 Dockyard*).

HUMBER ... ... Captain A. M. BROWN, Ellerman Wilson Line Office, Hull. (*Telephone No.: Central 16180*).

SOUTHAMPTON — Captain Sir BENJAMIN CHAVE, K.B.E. Room 35 Royal Mail Buildings.

SYDNEY, New South Wales. — Commander G. D. WILLIAMS, D.S.O., R.D., R.N.R.
Captain G. B. MERCER.
Customs House. (*Telephone No.: B6421*).

TYNE ... ... Captain J. J. MCEWAN, Marine School, South Shields.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position. Latitude.	Longitude.	Description.
ENGLISH CHANNEL.			
14.1.36	49°45′N.	6°03′W.	Heavy log, about 20 ft. long by 2½ ft. round, danger to navigation.
19.1.36	49°58′N.	4°50′W.	Drifting red conical buoy, about 6 or 7 ft. high.
NORTH SEA.			
22.1.36	54°40′N.	0°46′W.	Several large spars floating, dangerous to navigation.
MEDITERRANEAN.			
9.1.36	38°09′N.	9°12′E.	Large tree trunk, dangerous to navigation.
NORTH ATLANTIC.			
5.1.36	39°52′N.	42°57′W.	Lighted red bell buoy; bell functioning.
7.1.36	27°51′N.	71°43′W.	Large black conical whistle buoy.
9.1.36	37°03′N.	74°34′W.	Large spar buoy.
9.1.36	32°22′N.	72°50′W.	Capsized hull of wooden vessel about 50 ft. long and 15 ft. wide.
16.1.36	42°52′N.	25°31′W.	Bell buoy.
GULF OF MEXICO.			
3.1.36	27°12′N.	88°33′W.	Tree trunk about 40 ft. long and 4 ft. in diameter.

[40-38-2-36]

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during FEBRUARY as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 73 and 74 of the April, 1935 number.

The periodic boundary within which ice has been observed is shown and a list of phenomenal positions of ice observed in the North Atlantic during FEBRUARY is given. Ice sighted between JANUARY 1st and 28th, 1936 is indicated by symbol in the position reported, the figure giving the day of the month in January. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol (H)

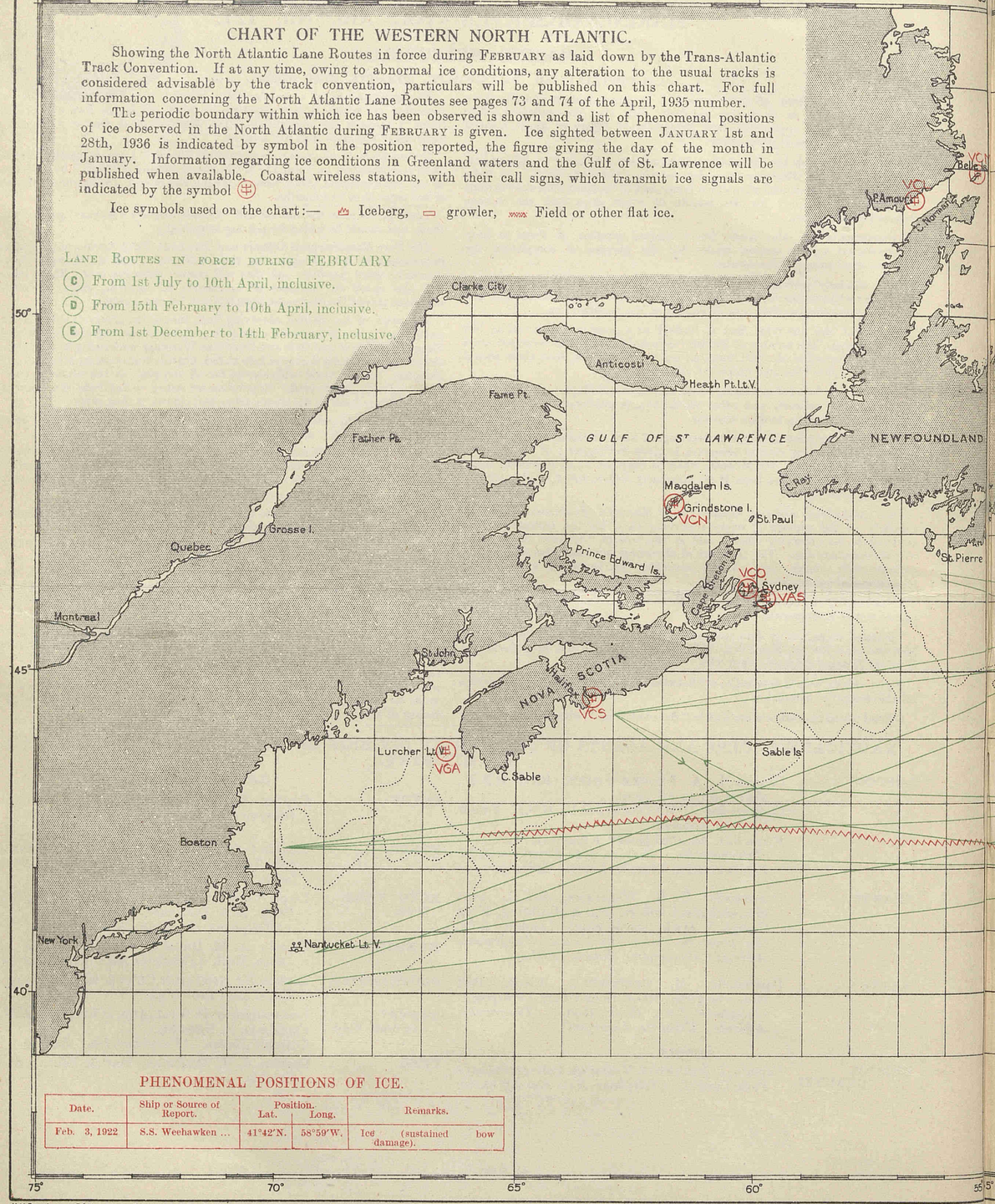
Ice symbols used on the chart:— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING FEBRUARY

(C) From 1st July to 10th April, inclusive.

(D) From 15th February to 10th April, inclusive.

(E) From 1st December to 14th February, inclusive.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
Feb. 3, 1922	S.S. Weehawken ...	41°42'N.	58°59'W.	Ice (sustained bow damage).

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CORRECTIONS

UP TO JANUARY 20TH 1936.

MADE SINCE PUBLICATION OF THE JANUARY, 1936 MARINE OBSERVER

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
Anselm	M.L.	Explorer F.R.S. ...	M.L.	City of Winchester ...	S.	*to* City of Winchester ...	M.L.
Antonia	S.	173*† Gloucestershire ...	S.				
223†† Atlantis	M.-S.	085*† Governor	M.				
British Workman...	M.	104*† Marquesa	M.				
033†† Empress of Australia	S.	223*† Matiana	M.				
173†† Franconia	S.	St. Patrick ...	S.				
Manchester Producer.	M.L.	033†† Scythia	M.				
085†† Orontes	M.-S.						
Oxfordshire ...	S.						
Stirling Castle M.V.	S.						
104†† Tuscania	S.						

NOTICES TO MARINE OBSERVERS.

THE ENCOURAGEMENT OF ACCURATE OBSERVATION THROUGHOUT THE MERCHANT NAVY.

The influence of the British corps of voluntary marine observers in generally improving weather observation at sea of recent years has been very great.

The natural observation of wind, mainly through the appearance of the sea surface, by British seamen the world over, is generally remarkably good.

The observation of atmospheric pressure has been wonderfully improved ever since the function of the isobar in weather forecasting was simply demonstrated to the merchant navy some 15 years ago.

The observation of temperature in "A" Selected Ships and Meteorological Log-keeping ships has been much improved of recent years, and is very good; but there is great room for improvement in the observation of the temperature of the sea and air in many ships.

The captains of regular observing ships in the fleet list who carry Meteorological Office instruments, which are all certified by the N.P.L. for their accuracy, are asked to assist in the encouragement of accurate instrumental observation generally at sea.

They can best do this by offering facilities to the masters of British ships to compare their ships' barometers and thermometers with the tested instruments lent by the Meteorological Office.

Just as accurate barometric observation is necessary for forecasting wind, so is accurate observation of air and sea temperature necessary for forecasting fog or clear weather.

ADDITIONAL REMARKS.

Marine observers are asked to make full use of the space entitled "Additional Remarks" in the Ship's Meteorological Record Form 911, and the Meteorological Log, Form 915, *when circumstances apply.*

When there are unusual, extraordinary, or spectacular phenomena of the sea and the air, or life in them (birds and fishes) it is desirable that these should be clearly and accurately described, and if possible photographed or drawn.

When the skilled use of intelligence of weather, currents, or ice has aided navigation, these experiences should be carefully and clearly recorded.

A small selection of two or three Weather Charts made during a voyage, which have been the means of forecasting weather subsequently experienced, should be carefully completed in Indian ink, and included, together with additional remarks describing the circumstances briefly.

Experiences, in heavy weather, particularly good or economic passages made, rescues, salvage, if well described, will be of great interest and assistance for the purpose of providing information to facilitate improvements.

Such additional remarks, photographs, sketches, weather charts and diagrams neatly executed and clearly worded, are invaluable in developing the service in aid of navigation; a good selection of which, published in the Marine Observer's Log of THE MARINE OBSERVER, redounds to the advantage of the British Merchant Navy.

REPLENISHMENT OF STATIONERY ON BOARD OBSERVING SHIPS.

In order that all observing ships may receive suitable supplies of stationery, the following forms are sent to these Commanders by post from the Air Ministry Publications Department monthly, according to the branch of work done by the ships, with the Marine Observer or Supplement.

Ships Meteorological Record	Form 911
Wireless Register	Form 138
Signal Pad	Form 139
Ice Report	Form 912
Blue Post Card...	Form 913

Sufficient of these forms are sent for recording and returning observations, allowing for observing ships being at sea upon an average of three weeks in four throughout the year.

The Meteorological Log and Original Note Book are replenished by the Port Meteorological Officers and Merchant Navy Agents as necessary.

Outline Charts, Barograph Forms, Forms for observation of Sea and Swell, &c., are supplied as necessary through the Port Meteorological Officers and Agents.

Some observing ships have found their monthly supply insufficient while others have found it too much. It will be a great assistance if principal observing officers will kindly notify the appropriate Port Meteorological Officer or Merchant Navy Agent, at the time when he makes his quarterly inspection of instruments, of any shortage; or if they will then return any stationery which is surplus to requirements to the Port Meteorological Office or Agency.

LATE NOTICES

The April, 1936, Number will be published on March 25th, 1936.

LONDON

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To be purchased directly from H.M. STATIONERY OFFICE at the following addresses: Adastral House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2; York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff; 80 Chichester Street, Belfast; or through any Bookseller

1936. Price 6d. Net.